

Amendments to the Specification:

The paragraph starting at page 1, line 8, is amended and now reads as follows:

-- ~~International patent publication WO 01/21941 A1~~ United States Patent 6,698,194 discloses a two-stroke engine having an exhaust-gas muffler wherein a resonance pipe closed at one end is mounted between the outlet from the engine and the inlet into the exhaust-gas muffler. The resonance pipe is configured as a separate component which can be mounted in the attenuating space of the muffler so as to be wound in a spiral configuration. A resonance pipe of this kind is complex to manufacture. --

The paragraph starting at page 2, line 21, is amended and now reads as follows:

-- Advantageously, the upper and the lower half shells define the muffler housing. The resonance pipe is thereby configured to be integrated with the muffler housing. The muffler housing can be built up with a low number of components. Especially, the muffler housing essentially includes three components, namely, the upper and the lower half shells and the partition wall. A favorable arrangement and a good utilization of the component space, which is available, result when the outlet is arranged in the lower half shell which ~~include~~ includes the inlet opening. To avoid additional components for the attachment of the exhaust-gas muffler, it is provided that the upper half shell,

the partition wall and the lower half shell have attachment openings in those regions where they are tightly connected to each other. --

The paragraph starting at page 7, line 17, is amended and now reads as follows:

-- A fluid connection to the attenuating space 5' is established in the region of the end 18 of the resonance pipe 6 facing away from the inlet opening 3. This fluid connection is defined by a diaphragm 17 which is formed by a strut configured in the upper half shell 7 which strut is delimited by the partition wall 9. The equivalent diameter of the diaphragm 17 amounts approximately to 1 to 3 times (especially 1.2 to 2.4 times) the square root of the volume of the piston displacement of the engine. This volume is measured in cubic centimeters and the equivalent diameter is measured in millimeters. Advantageous attenuating characteristics result especially when the equivalent diameter in millimeters is 1.5 to 2.1 times the square root of the volume of the piston displacement. Advantageously, the diameter of the diaphragm 17 is variable and can so be adapted to different attenuating requirements. The attenuating spaces 5' and 5" conjointly define the attenuating space 5 and are connected to each other via an opening 31 in the partition wall 9. In lieu of the attenuating space 5, it can be practical to provide two attenuating spaces which are configured separate from each other. It is practical when one of the attenuating spaces corresponds to the attenuating space 5' and the other

attenuating space to the attenuating space 5". In lieu of the opening 31, a catalytic ~~converter~~ converter 40 can be mounted in the partition wall 9 as shown in phantom outline in FIG. 3 with this catalytic converter fluidly connecting the two attenuating spaces with each other. It can be advantageous to provide one or several additional resonance pipes. Especially, individual or all resonance pipes are configured so that they can be switched in and out. --

The paragraph starting at page 9, line 12, is amended and now reads as follows:

-- In FIG. 5, an internal combustion engine 20 is shown schematically with an exhaust-gas muffler 1. The resonance pipes (6, 6') are arranged in flow direction of the exhaust gas ahead of the attenuating space 5. The engine 20 is configured as a two-stroke engine and has a combustion chamber 22 configured in a cylinder 21. The combustion chamber 22 is delimited by a reciprocating piston 23 which drives a crankshaft 25 via a connecting rod 24. The crankshaft 25 is rotatably journalled in a crankcase 34. The crankcase 34 is fluidly connected to the combustion chamber 22 in the region of bottom dead center of the piston 23 via a transfer channel 26. A combustion chamber outlet 27 leads from the combustion chamber 22 and the outlet 27 is opened in the region of bottom dead center of the piston 23. --

The paragraph starting at page 9, line 26, is amended and

now reads as follows:

-- The combustion chamber 22 is fluidly connected to the combustion chamber outlet 27 in the region of bottom dead center of the piston 23. Exhaust gases flow from the combustion chamber 22 through the combustion chamber outlet 27 into the resonance pipes (6, 6'). The resonance pipes (6, 6') have a length L and L' , respectively, and have the diameters (D , D'). The diameter D is constant over the length L . The resonance pipes (6, 6') open into the attenuating space 5. The connections between the resonance pipes (6, 6') and the attenuating space 5 are configured as diaphragms (17, 17') which have diameters (d , d'), respectively, which are less than the respective diameters (D , D') of the resonance pipes (6, 6'). The lengths (L , L') of the resonance pipes (6, 6') as well as their diameters (D , D') can be equal. For attenuating different frequencies, the resonance pipes (6, 6') have, however, different lengths (L , L') and diameters (D , D'). The exhaust gas flows from the attenuating ~~chamber~~ space 5 through the outlet 4. --